

**Poughkeepsie-Dutchess County Transportation Council**  
**Planning Committee Meeting Summary**

**Wednesday, May 27, 2015**

**Dutchess County Planning Department (Main Conference Room)**  
**27 High Street (2nd Floor), Poughkeepsie, NY**

**1. Introductions** — See attached list.

**2. Announcements**

Mark Debald (PDCTC) announced that the Federal two-year multi-modal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), was extended by Congress until July 31st. He explained that this short-term extension was granted in the interim, until more money can be found for longer Federal transportation law. The presumed course of action is that Congress will continue to make short-term extensions for MAP-21 until the end of the Federal Fiscal Year through September 30, 2015. This lack of definitive funding affects State and County government agencies, because they cannot properly plan upcoming budgets.

Mark noted that NYSDOT announced the call for projects for Federal Transit Authority (FTA) 5310 funding. This funding supports the transportation needs of the elderly and persons with disabilities where public transportation services are unavailable, insufficient, or inappropriate. The funding is meant for human service agencies that can exhibit a demonstrated need in their region of service. This program, in existence for over thirty years, was changed as a result of MAP-21. Funding is now allocated to urbanized areas which must then prioritize projects. The Mid-Hudson Valley Transportation Management Area (TMA), consisting of Dutchess, Orange, and Ulster counties, is receiving over \$1.015 million for FFYs 2013, 2014, and 2015 (partial). The TMA counties will prioritize projects based on demonstrated needs, using NYSDOT's Sharepoint website. Funding falls into two categories: capital and operational costs. Capital costs require a 20 percent match from the human service agency, while operational costs require a 50 percent match. Mark stated that applications are due by June 8<sup>th</sup>. He also added that both the North East Community Center and In-Flight will likely be applying for this funding.

Mark noted that there was a FTA Section 5310 workshop that Bob Balkind (DCDPW), Jen Coccozza (PDCTC), and Shelby Tompkins (PDCTC) attended. Mark asked Bob about his thoughts on the workshop; Bob felt that the application process might be challenging for human service agencies. Bob also noted that DPW went to the workshop to determine the possibility of the Office for the Aging to apply for funds. He said that they have already solidified funding through vehicle bond requests, and due to the challenging FTA 5310 process, he does not think that the County will apply. Bob did ask Mark about the status of an existing 5310 vehicle that Orange County might surrender due to financial constraints.

Mark said that he will look into the status of the bus for potential Dutchess County purposes.

Mark informed the Committee that the Recreational Trails Program is distributing \$1.2 million statewide for the maintenance of recreational trails for both motorized and non-motorized uses. Municipalities can receive funding through the Consolidated Funding Application (CFA) process; the CFA deadline is July 31<sup>st</sup>.

Mark also informed the Committee that New York State Energy Research and Development Authority (NYSERDA) has announced three funding opportunities through its Cleaner, Greener Communities Program. :

1. Category 1 – Photovoltaic and Electric Vehicle Supply Equipment Permitting Incentive Applications (Open-Enrollment): Approximately \$1 million is available statewide for communities to adopt streamlined permitting and other ordinances for photovoltaic systems and electric vehicle charging stations, with awards of up to \$10,000 per applicant.
2. Category 2 – Flexible Funding Pilots (Rolling Applications - Competitive): Up to \$5 million will be available statewide to communities for assistance with completing transformative clean energy and sustainability projects that have both an immediate and long-term impact on carbon mitigation. Awards will range from \$25,000 to \$250,000 per project, with a cap of \$250,000 per applicant per year and a 25% minimum cost share requirement.
3. Category 3 – Community-Scale Sustainability Projects (Due Date Applications – Competitive): Up to \$25 million will be available statewide for community-scale sustainability projects that are innovative and transformational in their contributions to advancing energy efficiency, renewable energy, or carbon mitigation, as well as economic development benefits; awards will range from \$500,000 to \$3 million per project with a 25% cost share requirement. Proposals for Category 3 are due by 4:00p.m. Eastern Time on July 31, 2015.

Mark updated the Committee on the progress of the Traffic Count Program. This program has been underway since May 19<sup>th</sup>. He re-iterated that the contractor will notify agencies two weeks prior to each work week to ensure that there are no conflicts. Additionally, counts will take place while schools are in session and no counts will occur during holidays or special events. There are over 300 counts scheduled with 30 to 40 counts each week.

Mark distributed a National Highway Traffic Safety Administration (NHTSA) fact sheet, centering on motorcycle safety. A key take-away from the data is the high number of motorcycle crashes that occur outside of the scope of legality; for example, 40 percent of motorcycle riders who died in single-vehicle crashes in 2013 were alcohol-impaired and 25 percent of motorcycle riders involved in fatal crashes were riding their vehicles without

motorcycle licenses. Additionally, the NHTSA data reinforced the fact that helmets save lives; notably, 59 percent of motorcyclists were killed in 2013 in states without universal helmet laws, compared to eight percent in states with universal helmet laws. Mark noted that May is Motorcycle Safety Awareness Month.

3. **Public Participation** – Tom Weiner (NYSDOT-Region 8) announced to the Committee that the statewide traffic counts are currently taking place. He noted that some letters, informing local municipalities about the counts occurring on local roads, were not sent out.

Bob Balkind (DCDPW) asked Mark if there is potential to add additional station counts into Traffic Count Program schedule. Mark said that this was possible, especially if the counts are near locations already on the schedule.

#### 4. **PDCTC Metropolitan Transportation Plan (MTP) – *Moving Dutchess 2***

Mark explained that the PDCTC is in the process of updating the long-range metropolitan transportation plan, *Moving Dutchess 2*. We are on a five-year update cycle, with an anticipated approval date of March 2016. This coincides with anticipated approval date of the next Unified Planning Work Program. Ulster County and Orange County are also simultaneously updating their long-range transportation plans. Ray Oberly (Town of Clinton) asked Mark if there is some inter-county coordination taking place with Putnam County. Mark said that we coordinate with NYMTC, the MPO representing Putnam, but there are not always specialized inter-county projects that necessitate interactions between the two entities. Randy Casale (City of Beacon) asked if it helps to coordinate with Putnam County. Mark noted that we, along with Dutchess County Public Transit (DCPT), coordinate on specific projects such as the transit connections between Beacon in Dutchess and Cold Spring in Putnam.

Additionally, Mark noted that the first drafts of Chapters 1-4 have already been updated and put on the County website. The PDCTC anticipates final draft text for Chapter 5 by the next committee meeting. Six public workshops, occurring in the five sub-areas of the County, will take place in July and August; these workshops will help to shape the content of Chapters 7 and 8, focusing on long-term countywide recommendations. Ray Oberly (Town of Clinton) asked Mark if there will be a workshop in the Village of Millerton; he feels that it is important to accurately represent the whole of the County with these workshops and he wants to ensure that Millerton's perspective is included. Mark said that, during the last public workshops, there was a meeting that took place in Amenia and he will keep Ray's comment in mind when scheduling the workshops in the coming weeks.

Mark continued with an explanation of Chapter 5: Transportation and Natural Resource Overview. He began with a brief map, summarizing the main corridors in the County. He noted that Dutchess County is a very north-south centric county, centralized around the Hudson River corridors, Harlem Valley corridors, and transit lines to New York City and to Albany. In order to receive federal transportation funding, a road or other facility must be

“federal-aid eligible.” Federal-aid eligibility is based on the functional classification of the road, according to its character and the role it plays in the overall transportation network. He also explained that, based on centerline mileage, sixty-seven percent of all roadways in Dutchess County fall under local jurisdiction, and these local roadways are not federal-aid eligible. On the other hand, the National Highway System (NHS) is, for the most part, state-run by NYSDOT. These roadways are vital to strategic defense, commerce, and interstate connections, and encompass 237 miles within the County. These roadways are, however, federal-aid eligible through the National Highway Performance Program (NHPP) of MAP-21.

Mark also noted that, from a countywide perspective, the pavement conditions within Dutchess County are in relatively good shape, with only ten percent of New York State highways in poor condition and no Dutchess County roadways in poor condition. Tom Weiner (NYSDOT) added that these pavement condition scores are done by NYSDOT in late May to mid-July; therefore, the work done in the summer of 2014 might not be reflected in the data. Randy Casale (City of Beacon) mentioned that some roadways in Beacon have not been maintained and continue to worsen with each winter season. He asked Tom Weiner when the State will address these issues. Tom explained that the pavement scores are determined by the general condition of the road, and not by the worst sections of the corridor. He added that there is only so much funding to support the maintenance of roadways in New York State and there is currently not enough money allocated to support every project. NYSDOT has been prioritizing projects based on roadways with consistently high volumes of traffic and high speeds. NYSDOT has been dedicated to the idea of best-use practices, based on the cost per benefit of the associated project.

Mark summarized the countywide bridge data, noting that there are 364 bridges in Dutchess County, but there are more if you include pedestrian bridges associated with the Dutchess County Rail Trail. He explained that bridges are critical to transportation patterns and that, in part, the public workshops will focus on identifying insufficient bridge hotspots; these bridges will then be incorporated into subsequent MTPs, UPWPs, and TIPs. Ray Oberly (Town of Clinton) asked when the tentative dates of repair will be for the bridges. Tom Weiner (NYSDOT) explained that the capital bridge work focuses on small maintenance projects, as opposed to huge overalls, to allow the bridge to remain in full working order and to support a full vehicle load.

Mark noted that Dutchess County Public Transit has experienced passenger growth in the past few years, while the City of Poughkeepsie bus system has decreased in ridership. Mark said he will reach out to the City to try to determine the cause of this decline. The Metropolitan Transportation Authority’s (MTA’s) Hudson and Harlem lines have seen slight reductions in the recent past, but are still much higher than they were in the early 2000s. Within Dutchess County, the Poughkeepsie and Beacon Train Stations are the most heavily utilized. The Poughkeepsie Train Station remains more popular on the weekends versus a normal work week, while the Beacon Train Station remains more popular during the week and less popular, though still busy, on the weekends.

Mark reviewed data from the NYS Accident Location Information System (ALIS). Overall, Dutchess County crashes are trending downward. Traffic-related injuries peaked in 2003. Gerry Hutchings (Town of Beekman) asked whether the vehicle-miles traveled has decreased since the recession and Mark said that it did, but it has since rebounded. Ray Oberly (Town of Clinton) asked whether these statistics include the roadways of Taconic State Parkway and Interstate-84; Mark replied that they are included. Mark emphasized that most crashes occur on clear days during the daytime on dry roads when there is most traffic on the roadways. This is potentially contrary to popular belief that more crashes occur during inclement weather. Mark emphasized that pedestrian crashes account for a small number of the overall crashes countywide, but represent a high percentage of the overall fatalities. Ray Oberly (Town of Clinton) added that it might be worthwhile to add a comment on the level of impairment when assessing the pedestrian data, in particular; Ray emphasized that this information could then help in enforcing impaired driving, while also driving the safety campaigns that will accompany the recommendations put forth in the long-range transportation plan. Mark said that they will incorporate this data into the Plan. Finally, Mark noted that the PDCTC will be analyzing more in-depth crash data spanning 2009-2013. This analysis will aid in identifying hotspots within the five sub-areas of the County; these hotspots will then help to determine the safety assessments and associated recommendations to be completed in the next long-range transportation plan.

Tom Weiner (NYSDOT) commented that the federal and State approach to crashes that occur on rural, two-lane, 45 mph speed limit roads are to add centerline rumble strips. He said that NYSDOT has already installed some around the County and that they have been receiving positive feedback from communities; the Committee agreed that this method seems to be effective in mitigating rural crashes.

## **5. FFY 2014-2018 Transportation Improvement Plan (TIP)**

Mark explained that the Transportation Improvement Plan is updated every two to three years and the current update is for Federal fiscal years 2017-2021. The PDCTC is expected to receive the federal funding targets sometime in June for a final adoption date of June 2016. He said there is the potential for a call for projects, but this is unlikely due to the current financial constraints of projects already taking place within the County.

Don Beer (Town of Poughkeepsie) stated that Spring Road should be paved by next week and the project should be completely finished by the fall of 2015.

Bob Balkind (DC DPW) continued to explain the project schedule of DC DPW through the year of 2018, highlights included the following:

- CR 21 (Noxon Rd) is waiting on approval and construction should start this month.
- Construction of the CR 78 (Broadway) bridge in Tivoli should take place in 2016.
- Construction of the CR 14 (Hollow Rd) bridge in Clinton should take place in 2017.
- Construction of CR 28 (Old Hopewell Rd) and CR 93 (Myers Corners Rd) in

Wappinger should take place in 2017.

Bob noted that every County highway project on the TIP will be finished by 2018. Bob also mentioned that the Harlem Valley Rail Trail should begin construction in 2018. After 2018, DC DPW will selectively be adding projects to the TIP.

## 6. Project Updates

Randy Casale (City of Beacon) noted that the Safer Routes to Schools Campaign will be starting by the end of June and will hopefully be completed by the Fall of 2015. Randy also directed a question to the Committee regarding Fishkill/Teller Avenue; he asked about the status of the schedule as no progress has been made on the roadway. Tom Weiner (NYSDOT) said that the project is expected to proceed with a preliminary design in 2015 and a detailed design in 2016.

Gerry Hutchings (Town of Beekman) asked Tom about the status of Garden Hollow Road in the Town of Beekman. Tom replied that it is an earmarked project and that construction is set to occur in July 2017.

Barbara Zulauf commented that the Highway Garage in the Town of Beekman is still in the discussion phase, as a new consultant was hired and they are being updated on the workings of the project. Tom Weiner (NYSDOT) and Mark Debald (PDCTC) suggested to Barbara that she speak to Martin Evans, the Local Project Unit (LPU) coordinator for NYSDOT-Region 8 in Poughkeepsie, in the event that she has any problems or questions when proceeding with the project.

## 7. Public Participation – Mark opened the meeting for public comment or general announcements; none were received.

## 8. Upcoming Meetings

- Planning Committee: Wednesday, June 24, 2015 at 10:00 a.m. at Dutchess County Planning (Main Conference Room), 27 High St., Poughkeepsie, NY. This meeting will continue the discussion on chapter updates of *Moving Dutchess 2*.

### Meeting Attendance List

	First Name	Last Name	Affiliation	Phone Number
1	Ray	Oberly	Town of Clinton	845-266-5721
2	Barbara	Zulauf	Town of Beekman	845-724-5300
3	Marleen	Stein	MTA HQ	212-878-7080
4	Shelby	Tompkins	PDCTC	845-486-3600
5	Tom	Weiner	NYSDOT	845-431-5723
6	Bob	Balkind	DCDPW	845-486-2925

7	Don	Beer	Town of Poughkeepsie	845-790-4736
8	Gerry	Hutchings	DC Legislature	914-475-9379
9	Anthony	Ruggiero	City of Beacon	845-838-5009
10	Randy	Casale	City of Beacon	845-838-5011
11	Mark	Debald	PDCTC	845-486-3600